

Maryland Historical Trust

Maryland Inventory of Historic Properties number Gr-I-E-199.

Name: 11018/MD135 OVER SAVAGE RIVER

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u> 3 April 2001 </u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u> 3 April 2001 </u>

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. G-I-E-199

SHA Bridge No. 11018 Bridge name MD 135 over Savage River

LOCATION:

Street/Road name and number [facility carried] MD 135

City/town Bloomington Vicinity _____

County Garrett

This bridge projects over: Road _____ Railway _____ Water X Land _____

Ownership: State X County _____ Municipal _____ Other _____

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes _____ No X

National Register-listed district _____ National Register-determined-eligible district _____

Locally-designated district _____ Other _____

Name of district _____

BRIDGE TYPE:

Timber Bridge _____:

Beam Bridge _____ Truss - Covered _____ Trestle _____ Timber-And-Concrete _____

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge _____:

Swing _____ Bascule Single Leaf _____ Bascule Multiple Leaf _____

Vertical Lift _____ Retractable _____ Pontoon _____

Metal Girder _____:

Rolled Girder _____ Rolled Girder Concrete Encased _____

Plate Girder _____ Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X:

Concrete Arch _____ Concrete Slab _____ Concrete Beam _____ Rigid Frame X

Other _____ Type Name _____

DESCRIPTION:**Describe Setting:**

Bridge 11018 carries MD 135 over the Savage River in a north-south direction near the edge of Bloomington, Maryland. The Savage River flows from east to west beneath it. The bridge is located southeast of the Savage River Reservoir and north of the North Branch of the Potomac River on the border of Garrett and Allegany counties. The area immediately around the bridge has steep hills and is relatively undeveloped. A paper mill is located northwest of the bridge. There is a railroad crossing on the north approach. The bridge was constructed in 1937 just south of an existing arch bridge to serve as a new crossing.

Describe Superstructure and Substructure:

Bridge 11018 is a two-span, concrete rigid frame bridge. It is at an 18-degree skew angle with two 60'-0" clear arch spans. Its total length is 120'-0" and its out-to-out width is 28'-4". The bridge carries two 12'-0" lanes. Its parapets are typical state specification, pierced, concrete balustrades. The abutments and pier rest on spread footings and the wingwalls are stepped.

Discuss Major Alterations:

Approach W-beam guardrails have been added, since 1970, as well as clearance signs. Otherwise, no notable changes have been made.

HISTORY:

WHEN was bridge built (actual date or date range) 1937

This date is: Actual X Estimated _____

Source of date: Plaque _____ Design plans X County bridge files/inspection form _____

Other (specify) _____

WHY was bridge built? To provide a reliable crossing of MD 135 over the Savage River, to meet local and regional transportation needs.

WHO was the designer State Roads Commission

WHO was the builder _____

WHY was bridge altered? [check N/A X if not applicable]

Was bridge built as part of organized bridge-building campaign? Yes X No _____

This bridge was built by the State Roads Commission as part of the Good Roads Movement.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ B- Person _____

C- Engineering/architectural character X

Was bridge constructed in response to significant events in Maryland or local history? No_ Yes X
If yes, what event?

This bridge was built during the 1930s as part of the Good Roads Movement during the period.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No _____ Yes X

By providing a reliable crossing, as all concrete bridges did, this bridge promoted small-scale residential, commercial, agricultural, and industrial development along Route 135 and other thoroughfares that fed into it.

Is the bridge located in an area which may be eligible for historic designation? No X Yes _____
Would the bridge add to _____ or detract from _____ historic & visual character of the possible district?

Is the bridge a significant example of its type? No _____ Yes X

Concrete bridges are the largest component of Maryland's historic bridges. Their numbers reflect how quickly they became popular after their introduction to the state and the country at the opening of the twentieth century. Many in Maryland are purely functional structures, but their plastic nature made them amenable to graceful curves and ornamental parapets that reflected the influence of the City Beautiful movement during the first part of the twentieth century. The versatility and strength of reinforced concrete bridges, along with their plasticity, made them the preferred choice for bridges by state and county highway departments in Maryland and throughout the country in the 1910s. The standard plans of the State Roads Commission of the teens, twenties, and thirties made their use almost universal during that period.

While concrete bridges as a whole are very common in Maryland, reinforced concrete rigid frame bridges make up one of the smallest groups of historic bridge types in the state. There are probably only about a dozen such structures standing in the state under county or state control that were erected prior to 1945. The rigid frame bridge, unlike other reinforced concrete spans, is monolithic. It is characterized by a superstructure and substructure, including abutments, designed as a continuous unit. (Concrete balustrades, cast afterwards, are not part of the monolithic design.) The rigid frame was an important engineering advance for reinforced concrete bridges. It was developed by German engineers and Brazilian Emilio Baumgart around 1920, and introduced to the United States primarily through the efforts of New York engineer Arthur G. Hayden in 1922-1923.

Concrete rigid frame bridges became increasingly popular in the 1930s and 1940s. It was during this period that Maryland's few examples of the type were erected. These include bridges 1030 (1937, 1992) in Allegany County; BC-1406 (1938) and BC-3402 (1940) in Baltimore City; 5013 (1936) in Caroline County (1936); 6031 (1934) in Carroll County; 10058 (1941) in Frederick County; 11018 (1937) in Garrett County; 13032 (1939) in Howard County; 21013 (1941), 21015 (1936), and 21016 (1936) in Washington County; and WO-801 (c.1930) in Worcester County. These bridges generally have one or two spans of between 30 and 60 feet; the longest, BC-1406, measures 68 feet. With the exception of WO-801, the history of which remains clouded, they were built by the state or the city of Baltimore.

This bridge falls within the 1910-1940 period of significance for concrete bridges, during which reinforced concrete bridge construction was increasingly standardized in the state and particular subtypes, including the rigid frame, were introduced to the state road network.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No _____ Yes X

Is bridge a significant example of work of manufacturer, designer and/or engineer? No X Yes _____

Should bridge be given further study before significance analysis is made? No X Yes _____

It is believed that no further research is necessary to determine the eligibility of this bridge for listing in the National Register. It should be compared with the other concrete rigid frame bridges listed above and a determination should be made whether all of them (excluding 1030 in Allegany County, 13032 in Howard County, and WO-081 in Worcester County, which have lost their integrity) are eligible to the Register because of their rarity and/or good representation of the type, or just the best examples. Additional research, however, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Maryland State Highway Administration.

Condit, Carl. *American Building*. Chicago: University of Chicago Press, 1968.

County survey files of the Maryland Historical Trust.

P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

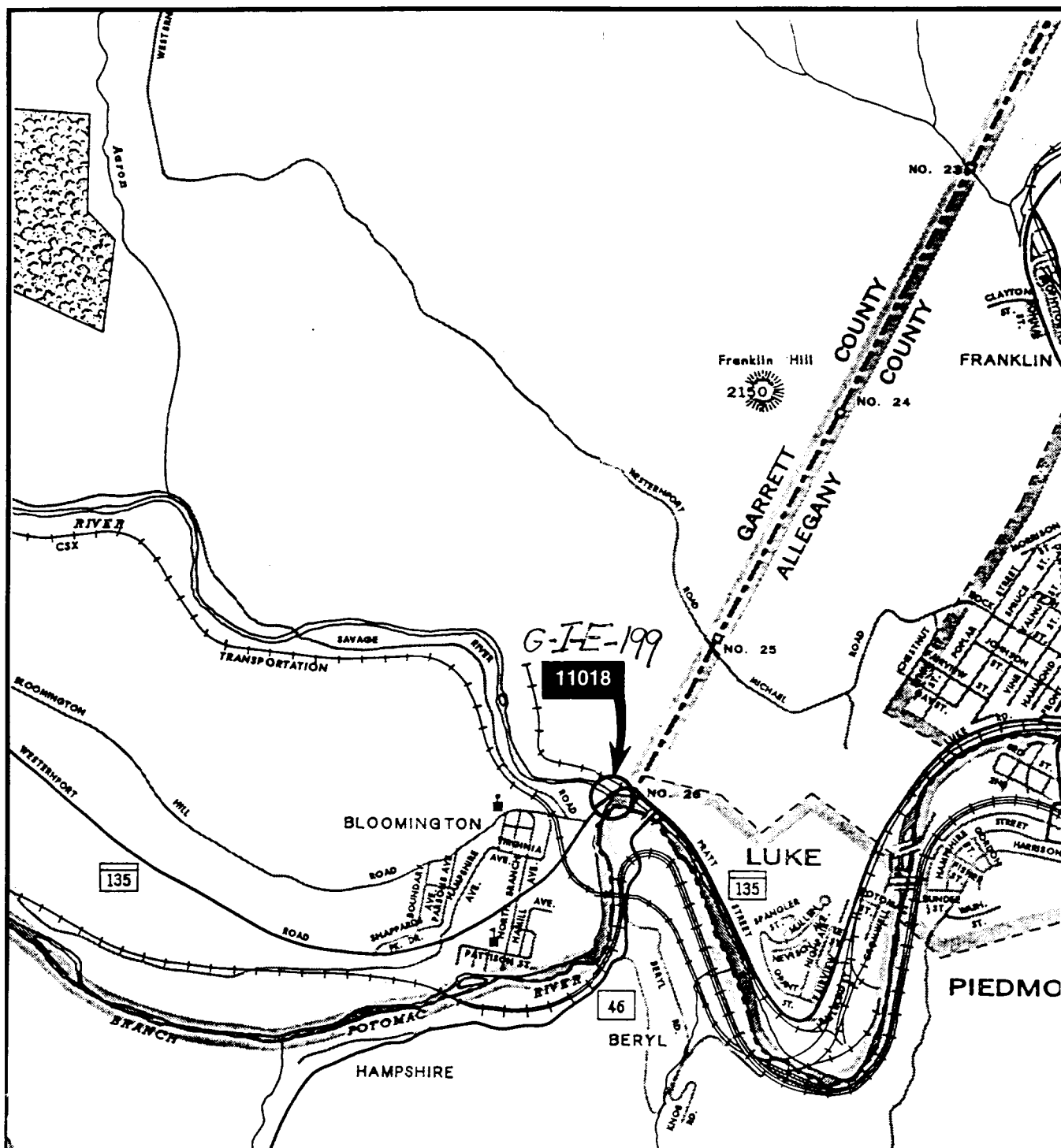
SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 1/27/95

Name of surveyor David King/Marvin Brown

Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

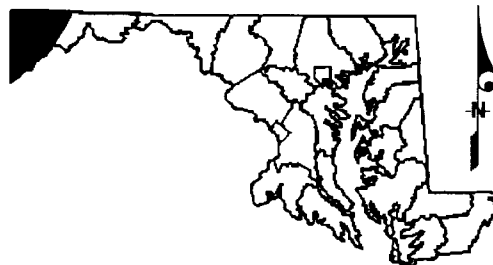
Phone number 410-561-0100 FAX number 410-561-1150



Garrett County - Bridge Number 11018

MD 135 over Savage River, 1937

Scale 0 1000 2000 feet
0 0.5 kilometer





G-I-E-199

SEP 20 1975

11716

WATER - 100% - 100%

2000 - 100%

1000 - 100%

1000 - 100%

100%

NORTH APPROACH

100%



G-I-E-199

10/11/1999 10:42 AM 11/21/99

11/21/99

11/21/99

11/21/99

11/21/99

SHA

SOUTH APPROACH

2 OF 4



G-I-E-199

BRH 1011840

2.9 1.9 1.8

2.1 1.5

1/2. '35

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WEST ELEVATION (DOWNSTREAM)

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11-12

11-12

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11-12

EAST ELEVATION (UPSTREAM)

11-12